









coals which diffused a very disagreeable smell. We saw the *Bombay* after she was burnt at Woosung, and can safely state that the devastation caused by that fire was as nothing compared with the ruin on board the *Pao-ching*. On both sides of the funnel, the main deck is iron or steel, and it was covered with a miscellaneous collection of debris. There were lying about on it, in the greatest confusion, a crock of range, steam rice boilers, bent steam pipes, a portion of the main mast which had charred, the other portion sticking up some six feet out of the water fifty feet from the ship, fused glass, crockery, ware, carpenter's tools, etc. The plates in the hull were buckled through the heat, and what they were not red, the paint on them was blistered off. The fiercest heat must have been in the forepart of the vessel, and the flames had evidently reached the top of the funnel, as the paint was burned off nearly to the top on the fore side.

When we got alongside, the vessel was in 21 fathoms of water, about a mile off the south bank of the river and near the Forked Tree, with her head down stream. A good breeze was blowing the smoke over the *Fukien*, making it very unpleasant for us on board. The wreck swung before 2 a.m. and it passed over the head of the mainmast referred to above. Having had half an hour's sleep we got the Captain to lead us his boat, and at 5 o'clock went on shore to see if there were any bodies washed up, but about a quarter of a mile from the bank we had to get out and walk through a quarter of a mile of quicksands as there was not enough water for the boat. It was slippery work, and a Chinaman, a friend of the second commander of the *Pao-ching*, who is missing, had to seek the friendly aid of one of our boatmen to keep him from falling. We got ashore safely and made enquiries of the people, but they had neither seen nor heard of any bodies washed up or floating about. We returned to the tug and found that the calcined bones of human beings had been discovered in the fore hold. Captain J. Roberts having taken possession of the wreck, on the plea that he was first there, and Mr. Black having gone on board the *Pao-ching* with all his men, the anchor was slipped and buoyed, and the *Reckel* commenced to tow but she took the ground at 7 o'clock. Soon after this, a strong squall sprang up, and the waves were washing over the starboard side of the wreck, when the *Reckel* fortunately got afloat. If this had happened half an hour later the *Pao-ching* would have filled. The *Reckel* got away with a tow at 7.30 a.m. and the *Fukien* stayed behind to recover the anchor and 50 fathoms of chain. At the time the *Reckel* was aground, this anchor was in four fathoms of water, the distance between the anchor and the wreck being about a ship's length. The anchor was hauled up to the *Fukien*'s davits at 9.30 a.m. and we proceeded towards Shanghai. On the way back the Captain stopped to examine a junk which was deserted, but found it was old and valueless, so we went on.

### THE MARQUIS TSENG.

The Peking correspondent of the *N. C. Daily News* gives the following interesting account of the life and character of the great Chinese statesman whose untimely death has been so universally deplored:

All Peking was taken by surprise to learn on Saturday morning, April 12th, of the decease of the Marquis Tseng. To a few friends he had been known to be out of sorts, which was nothing new, but excepting the medical men who were in attendance, no one understood the gravity of his illness. On Saturday the 5th, when seen in the afternoon by his private secretary and family physician, he seemed in excellent health and complained of nothing. He had been to the Board of Revenue, and in the afternoon, as was his wont when he had any spare time, he was busy writing scrolls for friends. His beautiful calligraphy was well known and much admired, and every one desired, even the Emperor, to possess specimens of his writing or painting. In this way during the year he wrote thousands of scrolls and painted or wrote on scores of fans. On Sunday the 6th, the newly appointed Minister to the Tsungli Yamen, Chang-chun, the Minister recently returned from the United States, gave a dinner at the Yamen. It was here that the Marquis first became ill. The Marquis very considerably did not wish to disturb his own physician, who was suffering from what seemed to be a sharp attack of bronchitis with some rather grave symptoms. Dr. Mirabel, of the French Legation, was therefore called in and took charge of the case. On Monday and Tuesday the fever and other symptoms were quite pronounced, and on Wednesday there was a mistaking the typhoid character of the malady. The disease, in the absence of any distinct remission and the very early hour at which the exacerbation took place, showed itself to be of a very virulent type. The Marquis's constitution was of the most delicate kind—a family inheritance—and altogether there were entertained the gravest fears for his recovery. On Friday the heart's action began to show symptoms of failure, and stimulants with proper nutriment only temporarily alleviated the distress. On Saturday morning at 3.30, after having asked to see the manuscript copy of the *Peking Gazette*, he turned round, as it were to sleep, and his heart ceased to beat. Thus passed away the hopes of China, the only statesman of his race. The late Marquis was often ailing and frequently caught a chill which kept him for a day or two. His heart was preternaturally weak, and he had not the strength to overcome a typhoid attack. His death has cast a gloom over Peking, both among foreigners and Chinese. The greatest praise perhaps that can be bestowed is that every one, whether native or foreigner, feels his loss to be a personal one. He added lustre to a name already highly revered in China by his department and ability in the discharge of difficult duties in the most trying of situations. He was greatly respected and admired by all. All were naturally fond of him. He was remarkably gentle, amiable, thoughtful, considerate, accessible, and frank to all. Europe with all her attentions to him had not spoiled him. His body lies in state becoming one so noble; his late residence has been fitted up as a mortuary temple. Visits from the high officials of the capital and his numerous circle of friends are daily made to the coffin. The Seventh Prince has gone twice to mourn in company with others, the loss of the departed. The Prince said he wept three-fourths for himself and seven-tenths for the government; and well he might! The government has not yet felt its loss, but China will one day know the terrible bereavement she has sustained. The entire foreign community, with the Diplomatic Body in full uniform, presented their condolences in person to the family; and the *dayen* of the corps addressed a few appropriate words to the two surviving sons of the late Minister of State. The entire building and courts are draped with light and dark blue hangings in silk, with suitable mottoes. The Emperor has given such complimentary decrees as have ever been given to a deceased Vice-President of a Board (as written on yellow silk and placed before the remains. The Seventh Prince has sent a magnificent yellow silk tablet with an appropriate inscription. The approaches are lined with fire engines, police, mourners, lions, deer, pagodas

etc. etc. A life of the late Marquis is ordered to be written. At present it is too early to estimate his work. Foreigners will never know how much they have lost by his death. His services and ability were not fully recognised by his government and colleagues while he lived. The latter seemed filled with envy and jealousy of his rank, his ability and knowledge of foreign questions. The writers in the foreign press, although their eulogiums have been not undeserved, have fallen far short of the real facts of the case and the silent influence he exerted and the still greater influence which he was destined to exert. He had enemies and opposition in council of which outsiders have no conception. He held on, notwithstanding, the even tenor of his way, and trusted to time and other circumstances to bring everything right. Hurry and precipitation under such conservative circumstances would only have defeated the ends he had in view. He worked quietly and silently, and although much of radical change was early expected from his advent, he found surer and more steadfast hope of improvement in the manner in which he carried on his work. But for his early death time would most certainly have brought his reward. It is an open secret that he was destined to be the next Viceroy of Chih-li. He was held in high respect by the Chinese of all classes, and all mourn his untimely end. It had become a common saying here, when anyone bought anything foreign, that he was imitating the Marquis. He stoutly opposed measures such as the Telegraph Convention and Philadelphia Syndicate, where opposition was for the good of his country. At present it is impossible to do justice to his administration of the offices entrusted to him by his sovereign, without seriously reflecting upon many of the high officers of the government who killed the prophet and now they are erecting their sepulchres. Had he been chosen he might have taken a bold course and denounced abuses and irregularities, but he felt his object could be better and sooner gained by waiting. Nothing was to be gained by running his head against a brick wall; and any memorials which he might have addressed to the Throne would have been tantamount to his addressing his colleagues, who were eaten up with envy and did all in their power to cripple his influence. He was never known to have said or done an unkind thing, even to his enemies. His Christian-like character stands out as a bright example to all posterity. We shall not soon see his like again.

No official in Peking has discharged his duties so conscientiously as the late Marquis. He regularly went to Court in the mornings; thereafter to the Board of Revenue, if his duties did not demand his presence at the Foreign Office; if he was required to attend at the latter, he took the Board of Revenue in the afternoon. He never gave himself any rest after his return from Court, being in this respect unlike many of the other officials. He retired early and rose at 3 o'clock, summer and winter. He always felt best in health when he had risen early and had gone to Court. At home he transacted a huge quantity of business; he had correspondence with officials and friends all over the Empire; he had to sign daily all the documents which passed the various Boards of which he was a member; he had to carry on, in conjunction with the Seventh Prince and the Viceroy, the burden of the Admiralty; he corresponded with the Schnitzers, Armstrongs, Krupps, etc., in regard to all questions bearing upon naval and partly also military matters, he paid visits of state and friendship to all the foreign Legations; he accepted the hospitality of the foreign Legations, he received foreigners diplomatic, Customs, and missionary, at his own house; his wife received the ladies of Peking, paid calls, and attended with her husband, family, and Chinese friends at the foreign social entertainments. He kept the birthdays of his family with great ceremony. He frequently invited his colleagues and high officers in the capital to theatricals and dinners at his own house, and accepted in return hospitalities from his friends. He was particularly intimate with the two Imperial tutors. His name became the synonym for progress and *rafinement* with foreigners. No word of calumny or reproach has ever been cast on his fair fame; his record has been consistently straightforward, honest and sincere; there were no offences to be condoned or wiped out after his death. His return to Peking, over three years ago, and his appointment to the Tsungli Yamen were hailed with extreme satisfaction. While in Europe he had been appointed Vice-President of the Board of War and a member of the new Admiralty Board. Shortly after his return, when the panic with regard to the Peking cash took place, he was transferred from the Board of War to that of Revenue, of which he was made Junior Vice-President.

### THE CHEER OF THE "TRENTON."

Our anchors drag and our cables surge  
At every shock of the huriling sea,  
While the mist of the breakers veils the verge  
Of the reef of coral under our lee.

From the east by north to the north-north-west  
The wild typhoon veers sweep on sweep,  
And from moment to moment the cross waves  
Buries our waist in its sidelong leap.

Under the blows of our plunging screw  
The whitening breakers foam and churn,  
But for all that steam and skill can do,  
We are drifting slowly astern.

On our starboard quarter close aboard  
We see the staunch *Calicut* boom,  
While the black flood from the smoke stack  
Poured,

Covers the sea like a pall of doom.  
Her topmasts struck and her yards braced sharp,  
She is headed out for the open main,  
While her shrouds, like the strings of a giant's harp,  
Scream to the touch of the hurricane.

We from our flagship *Trenton*'s decks  
Are watching her battle in hope and dread,  
As she threads the throng of tossing wrecks,  
Now beaten backward, now forging ahead.

She with the red cross ensign aloft,  
And we, our story banner below,  
Lie bound to beam, as the frigates oft  
Ranged in sea fights long ago.

We watch the weight of the tempest fall  
On her flooded decks and her reeling bow,  
And our hearts are beating one and all,  
For we both go down should she foul us now.

Through the darkest night there's a gleam to break,  
Fathom by fathom she forges past,  
Till we know by the swirl of her eddying wake  
That her seaward struggle is won at last.

The admiral tosses his sea cap high,  
As from station to station is passed the word,  
And over the uproar of the wave and sky  
The thunder roll of our cheer is heard.

And back from the Briton's taffrail came  
With light and dark blue hangings in silk,  
With suitable mottoes. The Emperor has given such complimentary decrees as have ever been given to a deceased Vice-President of a Board (as written on yellow silk and placed before the remains. The Seventh Prince has sent a magnificent yellow silk tablet with an appropriate inscription. The approaches are lined with fire engines, police, mourners, lions, deer, pagodas

## HONGKONG TRADING CO., LTD.

(LATE THE HALL & HOLTZ CO-OPERATIVE COMPANY, LIMITED.)

HAVE JUST RECEIVED ANOTHER LARGE STOCK OF

## NEW HATS—

BOY'S SAILOR HATS latest styles.  
GIRL'S SAILOR HATS do.  
INFANT'S WASHING HATS.  
LADIES' STRAW HATS and BONNETS made up in any style on the shortest notice.

— PARTS MILLINERY IN GREAT VARIETY. —

Also

A large assortment of LADIES' BATHING DRESSES, BATHING CAPS.  
BATH GOWNS, etc., etc.

## HONGKONG TRADING CO., LTD.

(Late THE HALL & HOLTZ Co., Ltd.)  
Hongkong, 31st May, 1890. [35]

### NEWCHWANG.

(FROM OUR CORRESPONDENT.)

Shipping thus far has been active. Arrivals are—11 steamers and 11 sailers, against 41 and 7 to same date last year.

Freights—Advices from the South lead merchants to expect a fall in rates, and they now only offer.

Steamers to Shanghai 15 cents; Swatow 16 to 20 cents; Hongkong and Whampoa 23 to 25 cents; Amoy 25 to 26 cents; Sallers to Amoy 20 to 22 cents.

The country is said to be very dry, and prayers for rain are being offered throughout the province.

Crop Prospects—Cotton is a failure; opium probably so, and if the drought continues three weeks so will most of the beans.

Produce—Stocks of beans up-country are still large, but can only reach the port in small quantities, as there is little water in the upper river. Prices are—Beans per 3 piculs, Tls. 3.30; bean-cake per 10 piculs, Tls. 4.05; bean-oil per picul, Tls. 4.35; Kaoliang per 3 piculs Tls. 2.50.

Vessels in port—*Sea Swallow, Perle, Hilda, Ashington, Ardway, Wuchang, Taiwan, Choy-sang, Kwong-sang, Fook-sang, Tait, Swatow—Mercury.*

THE great value of Scott's Emulsion of Pure Cod Liver Oil with Hypophosphites in Wasting Diseases, is shown by the accompanying statement from D. C. Freeman, Sydney, Aust.

"Having been a great sufferer from pulmonary attacks and gradually wasting away for the past two years, it affords me great pleasure to testify that the above medicine has given me great relief, and cheerfully recommend it to all suffering in a similar way to myself. In addition I would say that it is very pleasant to take. Any Chemist can supply it.—A. S. Watson & Co. (Lid.), agents in Hongkong and China.—Adv.

### CHINA COAST METEOROLOGICAL REGISTER.

2nd June, 1890.—At 4 p.m.

STATION.	Latitude and Longitude.	Temperature.	Humidity.	Wind.	Direction.	Force.	Weather.	State of sky.	State of sea.
Wai-lung-tsoi	22° 55' N. 114° 55' E.	80.50	49	00	EE	1	f	...	...
Tokyo	35° 41' N. 139° 45' E.	80.71	53	00	SE	1	...	...	...
Yokohama	35° 28' N. 139° 41' E.	80.71	53	00	E	3	...	...	...
Shanghai	31° 10' N. 121° 29' E.	80.71	53	00	SE	1	...	...	...
Wanchow	23° 42' N. 116° 08' E.	80.71	53	00	SE	1	...	...	...
Foochow	23° 42' N. 118° 08' E.	80.71	53	00	SE	3	0	...	0.5
Amoy	23° 42' N. 116° 08' E.	80.80	52	00	EE	3	0	...	0.5
Swatow	23° 42' N. 116° 08' E.	80.80	52	00	EE	3	0	...	0.5
Hongkong	22° 19' N. 114° 10' E.	80.86	51	77	SW	2	0	...	0.5
Canton	22° 19' N. 114° 10' E.	80.88	51	77	SW	2	0	...	0.5
Hai-poh	39° 05' N. 118° 08' E.	80.88	51	77	SW	2	0	...	0.5
Hai-poh	39° 05' N. 118° 08' E.	80.88	51	77	SW	2	0	...	0.5
Asping	39° 05' N. 118° 08' E.	80.88	51	77	SW	2	0	...	0.5
Asping	39° 05' N. 118° 08' E.	80.88	51	77	SW	2	0	...	0.5
Manila	14° 35' N. 121° 29' E.	80.88	51	77	SW	2	0	...	0.5
Manila	14° 35' N. 121° 29' E.	80.88	51	77	SW	2	0	...	0.5



## Commercial.

## CLOSING QUOTATIONS.

Hongkong and Shanghai Bank—193 per cent. premium, sellers.  
 Union Insurance Society of Canton—\$100 per share, sellers.  
 China Traders' Insurance Company—\$70 per share, sellers.  
 North China Insurance—Tls. 355 per share, buyers.  
 Canton Insurance Company, Limited—\$120 per share, buyers.  
 Yangtze Insurance Association—Tls. 96 per share.  
 On Tai Insurance Company, Limited—Tls. 150 per share.  
 Hongkong Fire Insurance Company—\$355 per share, sales and buyers.  
 China Fire Insurance Company—\$84 per share, sellers.  
 Hoikong and Whampoa Dock Company—\$54 per share, premium, buyers.  
 Hongkong, Canton, and Macao Steamboat Co.—\$37 per share, sellers.  
 China and Manilla Steam Ship Company—104 per share, sellers.  
 Hongkong Gas Company—\$135 per share, sellers.  
 Hongkong Hotel Company—\$190 per share, buyers.  
 Hongkong Hotel Co.'s Six per cent. Debentures—\$50.  
 Indo-China Steam Navigation Company, Limited—25 per cent. dis., sellers.  
 Douglas Steamship Company—\$54 per share, sellers.  
 China Sugar Refining Company, Limited—\$171 per share, sellers.  
 Luzon Sugar Refining Company, Limited—\$75 per share, sellers.  
 Hongkong Ice Company—\$98 per share, sellers.  
 Hongkong and China Bakery Company, Limited—\$80 per share.  
 Hongkong Dairy Farm Co., Limited—\$10 per share, sellers.  
 A. S. Watson & Co., Limited—\$21 per share, buyers.  
 Chinese Imperial Loan of 1884 H—24 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 C—5 per cent. premium, buyers.  
 Chinese Imperial Loan of 1886 E—11 per cent. premium.  
 Hongkong Rope Manufacturing Company, Limited—\$111 per share, buyers.  
 The Hongkong Steam Laundry Co., Ltd.—\$25 per share, nominal.  
 Panjion and Sanghe Dun Samantan Mining Co.—\$94 per share, sellers.  
 The Balmoral Gold Mining Co., Limited—\$134 per share, sellers.  
 Hongkong and Kowloon Wharf and Godown Company—\$75 per share, sales and buyers.  
 Tongkin Coal Mining Co.—\$350 per share, buyers.  
 The Hongkong High-Level Tramway Co., Limited—par, nominal.  
 The East Borneo Planting Co., Limited—\$20 per share, sellers.  
 H. G. Brown & Co., Ltd.—\$55 per share, sellers.  
 The Songei Koyah Planting Co., Ltd.—\$20 per share, buyers.  
 Cruickshank & Co., Ltd.—\$40 per share, nom.  
 The Steam Launch Co., Limited—nominal.  
 The Austin Arms Hotel and Building Co., Ltd.—par, nominal.  
 The China-Romero Co., Ltd.—\$25 per share, sellers.  
 The Dairyl Bay Trading Co., Ltd.—\$8 per share, nominal.  
 The Hongkong Brick and Cement Co., Ltd.—\$13 per share, sellers.  
 The Green Island Cement Co. (Old Issue)—\$32 per share, sellers.  
 The Green Island Cement Co. (New Issue)—\$3 per share, nominal.  
 The Hongkong Land Investment Co., Ltd.—\$90 per share, sales and buyers.  
 The Hongkong Electric Light Co., Ltd.—\$6 per share, sellers.  
 Geo. Fenwick & Co., Limited—\$25 per share, buyers.  
 The West Point Buildings Co., Ltd.—\$40 per share, sellers.  
 The Peak Hotel and Trading Co., Ltd.—\$20 per share, sellers.  
 The Lahuk Planting Co., Ltd.—\$17 per share, sellers.  
 The Lamag Planting Co., Ltd.—\$30 per share, nominal.  
 The Jebeu Mining and Trading Co., Ltd.—\$48 per share, nominal.  
 The Salama Tin Mining Co., Ltd.—\$3 per share, buyers.  
 The Shamen Hotel Co., Ltd.—\$5 per share, nominal.  
 The Kowloon Land Investment Co., Ltd.—\$15 per share, buyers.  
 The Trust and Loan Co. of China and Japan.—\$12 per share, sales.  
 The Hongkong Marine, Limited—par, nominal.

## EXCHANGE.

ON LONDON—Bank, T. T. 3/4  
 Bank Bills, on demand 3/3  
 Bank Bills, at 30 days' sight 3/3  
 Bank Bills, at 4 months' sight 3/3  
 Credits at 4 months' sight 3/3  
 Documentary Bills, at 4 months' sight 3/3  
 ON PARIS—Bank, T. T. 3/4  
 Bank Bills, on demand 3/4  
 Credits, at 4 months' sight 4/10  
 ON INDIA, T. T. 2/11  
 On Demand 2/11  
 ON SHANGHAI—Bank, T. T. 7/11  
 Private, 10 days' sight 7/11

## MAILS EXPECTED.

THE FRENCH MAIL.  
 The Messageries Maritimes Co.'s steamer *Natal*, with the French mail of 2nd ultimo, left Saigon on the 1st instant at midnight, and may be expected here on the 4th.  
 THE AMERICAN MAIL.  
 The P. & O. S. N. Co.'s steamer *China*, left San Francisco for Yokohama and Hongkong on the 21st ultimo.  
 THE INDIAN MAIL.  
 The steamer *Arcticon*, with mails from Calcutta, left Singapore on the 1st instant, and is expected here on or about the 6th.  
 THE CANADIAN MAILS.  
 The Canadian Pacific Steamship Co.'s steamer *Batavia*, with the Canadian mail, left Vancouver on the 11th ultimo for Japan and Hongkong.  
 The Canadian Pacific Steamship Co.'s steamer *Abyssinia*, with the Canadian mail, left Vancouver for Yokohama and Hongkong on Friday morning, the 30th ultimo.

## STEAMERS EXPECTED.

The P. & O. S. N. Co.'s steamer *Lombardy*, left Nagasaki for this port at daylight on the 31st ultimo, and is due here on the 4th instant.  
 The P. & O. S. N. Co.'s extra steamer *Shanghai*, left London for this port via Bombay on the 3rd ultimo.  
 The Ocean Steamship Co.'s steamer *Telanora*, from Liverpool, left Singapore on the 1st instant, on the 8th.  
 The P. & O. S. N. Co.'s extra steamer *Niam*, left Bombay on the 23rd ultimo, and is due here on the 9th instant.

## Shipping.

## ARRIVALS.

Activ, Danish steamer, 355, Hygam, 2nd June, Teuron 30th May, General—Arnhold, Karberg & Co.  
 CLARA, German steamer, 674, Christensen, 2nd June, Hamburg, and Singapore 26th May, General—Siemssen & Co.  
 EDENDALE, British steamer, 1,566, R. Humphrey, 2nd June, Bangkok 26th May, Rice—Adamson, Bell & Co.  
 GLAUCUS, British steamer, 1,381, Hannah, 2nd June, from Nagasaki, Coal—Butterfield & Swire.  
 LEIPZIG, German steamer, 3,900, Captain Fludde-mann, 3rd June, Shanghai 31st May.  
 N. S. DE LORETO, Spanish str., 536, J. Ajubita, 3rd June, Manila 31st May, General—Dan Mo.  
 NECKAR, German steamer, 1,970, H. Supper, 3rd June, Shanghai 31st May, Mails and General—Melchers & Co.  
 SAGHALIEN, French steamer, 2,085, Homery, 3rd June, Shanghai 31st May, Mails and General—Messageries Maritimes.  
 GENERAL WERDER, German steamer, 1,820, M. Eichel, 3rd June, Yokohama 26th May, Kobe 28th, and Nagasaki 30th, Mails and General—Melchers & Co.  
 NORTHERN, British str., 1,462, Wm. Richardson, 3rd June, Kutchinpo 28th May, General—Russell & Co.  
 FIDELIO, German steamer, 854, H. Broersen, 3rd June, Molow 2nd June, General—Melchers & Co.  
 APERNADE, German steamer, 1,476, J. Hohlmann, 3rd June, Saigon 30th May, General—Geo. R. Stevens & Co.  
 THALES, British steamer, 820, W. Y. Hunter, 3rd June, Taiwanfo 30th May, Amoy 31st and Swatow 2nd June, General—D. Lapraik & Co.

## CLEARANCES AT THE HARBOUR OFFICE.

Ingraham, German steamer, for Saigon.  
 Yungching, Chinese steamer, for Shanghai.  
 Straits of Belle Isle, British str., for Shanghai.  
 City of Rio de Janeiro, American steamer, for Yokohama, &c.  
 Moray, British steamer, for Saigon.

## DEPARTURES.

June 3, Peking, German str., for Shanghai.  
 June 3, Senator, British str., for Ilolo.  
 June 3, Maria, German steamer, for Haiphong.  
 June 3, C. C. Chapman, American ship, for Victoria, B.C.  
 June 3, Phra Chom Khao, British steamer, for Bangkok.  
 June 3, City of Rio de Janeiro, American str., for Yokohama, &c.  
 June 3, Yungching, Chinese str., for Shanghai.  
 June 3, Ingraham, German steamer, for Saigon.

## PASSENGERS—ARRIVED.

Per *Saghalien*, str., from Shanghai for Hongkong—Miss M. J. Davies, Miss Ackermann, Rev. Manuel Fernandez and servant, Messrs. Herbert Smith, J. J. Keswick, J. Seldein, and 1 Chinese. For Singapore—Messrs. Craig and B. Branscombe. For Marseilles—Mr. and Mrs. Limberg, Messrs. Tice and Shoure. From Yokohama for Saigon—Mr. Tremlett and servant. For Singapore—Mr. and Mrs. Schickally and infant. For Calcutta—Mr. Subray. Per *Neckar*, str., from Shanghai—Mr. and Mrs. Dyer and child, Captain and Mrs. Pieper and child, Messrs. Kleinwachter, Billie, Melnik, Stevens, and 4 Chinese.  
 Per *Edendale*, str., from Bangkok—4 Chinese.  
 Per *Fidelio*, str., from Molow—60 Chinese.  
 Per *General Werder*, str., from Yokohama, &c.—Messrs. Deimering, Boner, W. Makepeace, James Ashness, 2 sailors, and 14 Chinese.  
 Per *N. S. de Loreto*, str., from Manila—2 Europeans and 25 Chinese.  
 Per *Thales*, str., from Taiwanfo, &c.—1 European and 53 Chinese (deck).  
 DEPARTED.  
 Per *City of Rio de Janeiro*, str., for Yokohama—Mr. and Mrs. Wade Gardner, 5 children and 2 native servants, Commodore Church, R.N., and Mr. G. W. Whillier, R.N. For London—Captain Barnes, R.N.R., Lieut.-Colonel Verner Chater.

The British steamship *Edendale* reports that she left Koh-si-chang on the 26th ultimo at 3 p.m. Had light variable winds and calms with smooth sea throughout the entire passage; arrived here last night at 7 o'clock. Passed the steamship *Myona* for London, in lat. 12.10 north and long. 110.29 east.  
 The British steamship *Northern* reports that she left Kutchinpo on the 28th ultimo. Had light variable winds. On the 29th had fine weather and moderate southerly breeze with thick fog. On the 30th had moderate to light wind from north to north-east. During the rest of passage had thick hazy weather.

## Post Office.

MAIL WILL CLOSE.  
 For Swatow, Amoy, & Foochow—Per *Hailong* to-morrow, the 4th instant, at 10.30 A.M.  
 For Yokohama, and Kobe—Per *Frigo* to-morrow, the 4th instant, at 1.30 P.M.  
 For Europe, &c., &c.—Per *Neckar* to-morrow, the 4th instant, at 3.00 P.M.  
 For Tauron and Quinhon—Per *Activ* to-morrow, the 4th instant, at 3.30 P.M.  
 For Ilolo—Per *Loire Inferieure* to-morrow, the 4th instant, at 3.30 P.M.  
 For Saigon—Per *Deuteros* to-morrow, the 4th instant, at 4.30 P.M.

## SHIPPING IN HONGKONG.

STEAMERS.  
 ALWINE, German steamer, 400, A. Bendixen, 2nd June, Molow 1st June, General—Wiesler & Co.  
 AMIGO, German steamer, 771, T. Bruhn, 2nd June, Saigon 29th May, Rice—A. G. Morris.  
 AMOY, German steamer, 814, Th. Lehmann, 13th May, Saigon 9th May, Rice—Siemssen & Co.  
 ASAGAO, Japanese steamer, 1,521, H. Selck, 2nd June, Nagasaki 28th May, Coals—Mitsui Bishi Colliery.  
 ASHINGTON, German steamer, 809, C. Lindor, 30th May, Newchwang 1st May, General—Siemssen & Co.  
 BISAGNO, Italian steamer, 1,499, G. Orrego, 31st May, Bombay 12th May, and Singapore 24th, General—Carlowitz & Co.  
 BUCHPHALUS, British steamer, 1,192, A. Forrester, 6th May, Saigon 30th April, Rice—Geo. R. Stevens & Co.  
 DEUTEROS, German steamer, 1,197, W. A. Dinse, 26th May, Bangkok 19th May, Rice—Ed. Schellhass & Co.  
 DON JUAN, Spanish steamer, 656, R. Beltran, 3rd May, Manila 30th April, General—Brandt & Co.  
 DORSET, British steamer, 1,716, Daniel, 30th May, Kutchinpo 25th May, Coals—Mitsui Bishi Colliery.  
 EUPHRATES, British steamer, 1,300, J. Edwards, 29th May, Saigon 25th May, Rice—Russell & Co.

## HONGKONG—STEAMERS.

## Continued.

FAIR, British steamer, 117, W. W. Allan—Hongkong Government tender.  
 FELBRIDGE, British steamer, 1,336, John Ruthen, 8th May, Saigon 30th April, Rice—Russell & Co.  
 FRIGGA, German steamer, 1,400, F. Nagel, 1st June, Hamburg, and Singapore 26th May, General—Siemssen & Co.  
 GAELIC, British steamer, 4,209, W. G. Pearce, 2nd June, San Francisco 8th May, and Yokohama 27th May, Mails and General—C. & O. S. N. Co.  
 HAILONG, British steamer, 783, F. D. Goddard, 1st June, Tamsui 28th May, Amoy 29th, and Swatow 31st, General—D. Lapraik & Co.  
 HAMPSHIRE, British steamer, 1,700, M. H. Kernish, 1st June, New York 8th April, and Singapore 26th May, General—Adamson, Bell & Co.  
 LOIRE INFERIEURE, French steamer, 531, Lehnede, 29th May, Ilolo 24th May, Sapanwood—A. R. Marry.  
 LY-KE-MOON, German steamer, 1,218, Heuermann, 31st May, Bangkok 26th May, Rice—Siemssen & Co.  
 MORAY, British steamer, 1,411, Wm. S. Duncan, 27th May, Saigon 23rd May, Rice and Paddy—Adamson, Bell & Co.  
 PHRA CHULA CHOM KHAO, British steamer, 1,012, A. Benson, 31st May, Bangkok 25th May, General—Yuen Fat Hong.  
 QU-QUOC, French steamer, 183, Vallin, 28th Sept., Teuron 20th Sept., Coals—Wing Tai & Co.  
 PILOT FISH, British steamer, 161, A. Stopani—Hongkong and Whampoa Dock Co.  
 PRESTO, German steamer, 655, J. Jaeger, 30th May, Hailong 29th May, General—Siemssen & Co.  
 RIVERDALE, British steamer, 1,311, James Mooney, 2nd June, Nagasaki 28th May, Coals—Adamson, Bell & Co.  
 SORIK, Norwegian bark, 271, J. L. Winckler, 31st May, Menado 2nd May, Ebony—Siemssen & Co.  
 STRAITS OF BELLE ISLE, British steamer, 1,586, Grigs, 24th May, Batoum 10th April, and Singapore 16th May, Kerosene Oil—Adamson, Bell & Co.  
 STRATHLEVEN, British steamer, 1,588, Berwick, 2nd June, Saigon 29th May, Rice—Adamson, Bell & Co.  
 TAILER, German steamer, 828, J. Schuldt, 2nd June, Newchwang 26th May, B. and S.—A. G. Morris.  
 TEHRAN, British steamer, 1,681, C. D. Sams, 1st June, Bombay 15th May, General—P. & O. S. N. Co.  
 YUNGCHI, G. Chinese steamer, 761, J. P. Lowe, 1st June, Whampoa 1st June, General—C. M. S. N. Co.  
 ZAMBESI, British steamer, 1,540, Parsons, 28th May, Saigon 23rd May, Rice and Paddy—Adamson, Bell & Co.

## SAILING VESSELS.

DANIEL T. JENNEY, American ship, 1,620, Rodick, 24th March, New York 4th Nov., Petroleum—Order.  
 ELISE, German ship, 1,348, F. Rowell, 27th May, New York 1st June, Petroleum—Captain.  
 EME, British bark, 774, Summers, 2nd March, London 6th Nov., General—Order.  
 ERKONING, Chinese bark, 457, Uplum Examination bulk, Stoncutters' Island—Chinese Customs.  
 JOSEPH H. SCAMMELL, British ship, 1,410, Bolt, 3rd June, Shanghai 29th April, General—Reuter, Br. ckemann & Co.  
 LANDSEER, American ship, 1,400, A. H. Laffin, 27th May, New York 21st Dec., Kerosene Oil—Russell & Co.  
 PARAMITA, American ship, 1,493, C. D. Prescott, 28th May, New York 7th Dec., Petroleum—Adamson, Bell & Co.  
 PATAGONIA, British bark, 1,199, Wm. Hibbert, 8th March, New York 4th Nov., Kerosene Oil—Russell & Co.  
 STATE OF MAINE, American ship, 1,526, E. D. Nickells, 14th May, Singapore 21st April, Timber—Order.  
 TARAPACA, British bark, 406, H. Kennett, 19th May, Sandakan 29th April, Timber—Gibb, Livingston & Co.  
 WM. H. MACY, American ship, 2,092, J. A. Ambury, 31st March, Yokohama 20th March, Ballast—Order.  
 Z. RING, British ship, 1,371, McLeod, 27th May, New York 20th Nov., Petroleum—Russell & Co.

## Intimations.

HONGKONG HIGH LEVEL TRAMWAYS COMPANY, LTD.  
 SUMMER TIME TABLE.  
 To take effect from 1st May.

THE CARS RUN between St. John's Place and Victoria Gap as follows—  
 WEEK DAYS.  
 8 to 10 A.M. every quarter of an hour.  
 12 to 1 P.M. every quarter of an hour.  
 1 to 2 P.M. every half hour.  
 4 to 5 P.M. every quarter of an hour.

THURSDAYS.  
 NIGHT TRAM at 10.30 and 11 P.M.

SUNDAYS.  
 CHURCH TRAM at 10.40 A.M.  
 12 to 1 P.M. every quarter of an hour.  
 4 to 5 P.M. every quarter of an hour.

Special Cars may be obtained on application to the Superintendent.  
 Single Tickets are sold in the Cars; Five-Cent Coupons and Reduced Tickets at the Office—MACLEWEN, FRICKEL & Co., General Managers.

Hongkong, 30th April, 1890.

THE HONGKONG LAND INVESTMENT AND AGENCY COMPANY, LIMITED.

SUBSCRIBED CAPITAL \$5,000,000.  
 PAID UP CAPITAL 2,500,000.  
 RESERVE FUND 1,500,000.

BOARD OF DIRECTORS.  
 Hon. J. J. KESWICK, Chairman.  
 Hon. C. P. CHATER, Vice-Chairman.

LEE SING, Esq.  
 S. C. MICHAELSEN, Esq.  
 J. S. MOSES, Esq.  
 G. E. NOBLE, Esq.  
 POON PONG, Esq.  
 D. R. SASSOON, Esq.

BANKERS.

THE HONGKONG & SHANGHAI BANKING CORPORATION.

MONEY advanced on Mortgage, on Land, and Buildings.  
 Properties purchased and sold.  
 Estates Managed and all kinds of Agency and Commission business relating to land, etc., conducted.

Full particulars can be obtained at the Company's Offices, No. 5, Queen's Road Central.  
 A. SHELTON HOOPER, Secretary.  
 Victoria Buildings, Hongkong, 2nd May, 1890.

## Intimations.

THE PUNJON AND SUNGHEE DUA SAMANTAN MINING COMPANY, LIMITED.

THE Fourth Ordinary Half-yearly MEETING of SHAREHOLDERS in the above Company will be held at the Company's Office No. 9 Queen's Road Central, on MONDAY, the 16th of June, 1890, at 4 P.M., for the purpose of receiving the Report of the Directors, together with a Statement of Accounts to the 30th September, 1889.  
 The TRANSFER BOOKS will be CLOSED from the 3rd to 16th June, 1890, both days inclusive.

A. O'D. GOURDIN, Secretary.  
 Hongkong, 29th May, 1890.

THE SONGEI KOYAH PLANTING COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.  
 IT is hereby notified that a CALL of FIVE DOLLARS (\$5) per Share is payable to the Hongkong and Shanghai Banking Corporation on or before the 7th day of June next.

GIBB, LIVINGSTON & Co., General Managers.  
 Hongkong, 31st May, 1890.

NOTICE.

HONGKONG & WHAMPOA DOCK COMPANY, LIMITED.

SHIPMASTERS AND ENGINEERS are respectfully informed that, if upon their arrival in this HARBOUR none of the COMPANY'S FOREMEN should be at hand, ORDERS FOR REPAIRS, if sent to the HEAD OFFICE, No. 14, Praya Central, will receive prompt attention.

In the event of complaints being found necessary, communication with the Underigned is requested, when immediate steps will be taken to rectify the cause of dissatisfaction.

D. GILLIES, Secretary.  
 Hongkong, 25th August, 1889.

Dr. Knorr's ANTIPIRYNE.

(Dose for Adults 16 to 35 grains troy)

IS the most approved and most efficacious remedy in cases of HEADACHE, MIGRAINE, NEURALGIA, RHEUMATISM, FEVER, TYPHUS, ERYSIPELAS, HOOPING-COUGH, and many other complaints. It is also the very best Antiseptic. Highly recommended by the medical Faculty. To be had at every reputable Chemist and Druggist. Ask for DR. KNORR'S ANTIPIRYNE! Each Tin bears the inventor's signature "Dr. KNORR" in red letters.

Supplies constantly on hand at the China Export, Import, and Bank Co.—Sole Agents for China. Beware of spurious imitations!

Hongkong 20th May, 1890.

NOTICE.

JEY'S SANITARY COMPOUNDS COMPANY, LIMITED.

JEY'S WOOD PRESERVER OR ANTISEPTIC PAINT.

THE Undersigned have this day been appointed SOLE AGENTS for the sale of these PERFECT DISINFECTANTS, and are prepared to supply quantities to suit purchasers, at Wholesale Prices, Extra Special terms for Shipping and large Orders.

Sir ROBERT RAWLINSON, C.B., C.E., Chief Sanitary Engineer, Local Government Board London, says  
 "It is the best Disinfectant in use."

W. G. HUMPHREYS & Co., Bank Buildings.  
 Underwriting 20th June 1890.

NOTICE.

THOMAS KERR & CO. ENGINEERS, BOILER-MAKERS AND CONTRACTORS.

YAU-MA-TI ENGINEERING WORKS, Kowloon.  
 Hongkong, 6th June, 1890.

CARBOLINEUM AVENARIUS, (REGISTERED).

AN ANTISEPTIC PAINT for the Preservation of Wood, Walls, Ropes and Ship's Tackle. May be applied to Beams, Floors, Walls, ceilings, Wooden Ornaments, Eaves, Roofs, Wooden Sheds, Farmers' and Gardeners' Implements, Carts, Posts, Fences, Stables, Gates, Bridges, Boats, and all Timber underground.

Effectually excludes all dampness from walls painted with it and entirely prevents the crumbling away and decay of both stone and bricks.

White ants do not touch wood painted with Carbolineum Avenarius.

Used during the last 14 years with the utmost success, as proved by numerous Testimonials of living authorities.

Sold in casks of about 450 lbs. net, Price 8 cents per lb.

For further particulars, apply to SCHEELE & Co., Sole Agents, No. 16, Stanley Street.

Hongkong, 2nd December, 1889.

TOURISTS.

ARE cordially invited to call and inspect our choice collection of Japanese and Chinese FINE ART CURIOS, which is unequalled in Japan.

Every article guaranteed as represented. No trouble to show goods. One price only.

DEAKIN BROS. & Co., 16 Bond, Yokohama, next door to Farsani's Photographic Studio.

CAPTAIN GEORGE TAYLOR, INLAND SEA AND JAPAN COAST PILOT.

Telegraphic Address: POWERS, Nagasaki.

Hongkong, 8th April, 1890.

## To be Let.

TO LET.  
 Possession from 1st June next.

HOUSE No. 22, ELGIN TERRACE.  
 Apply to J. SAMUEL, No. 24, Elgin Terrace.  
 Hongkong, 7th May, 1890.

TO LET.  
 HOUSE No. 6, Queen's Gardens. From 1st July.

Apply to G. C. ANDERSON, 13, Praya Central.  
 Hongkong, 30th May, 1890.

KOWLOON.

TO BE LET FURNISHED.  
 Within five minutes of the Launch.

A DETACHED VILLA RESIDENCE containing a Drawing-room, Dining-room, Three Bed-rooms, Two Bath-rooms, Spacious Hall, and Good Kitchen and Boys' Quarters. Furnished in excellent taste, best European Furniture. Good Flower and Kitchen Garden. Tennis Ground. For 9 months from 1st July.

For further particulars, apply to W. S. MARTEN, 2, Duddell Street.  
 Hongkong, 17th May, 1890.

TO LET.

HOUSE No. 9, Upper Mosque Terrace. Possession 1st June. Gas and Water laid on.

Apply to E. MCLEOD, Hongkong Hotel.  
 Hongkong, 15th May, 1890.

TO LET.

NOS. 25, 27, 31 and 35, ELGIN ROAD, behind the Old Union Church.

Apply to ACHEE & Co., 17, Queen's Road Central.  
 Hongkong, 6th May, 1890.

TO LET.

HOUSES Nos. 71 and 77, Wyndham Street, each have 6 spacious Rooms.

Apply to THE HEAD SHROFF of the Chartered Bank of India, &c. Hongkong, 5th May, 1890.

TO BE LET.

FIRST FLOOR of No. 1, Blue Buildings, From 1st June.

Apply to THE HONGKONG LAND INVESTMENT AND AGENCY Co., Ltd. Victoria Buildings, Hongkong, 29th April, 1890.

TO LET.

ROOMS in "COLLEGE CHAMBERS," 9, SEYMOUR TERRACE, "STONEHENGE," Robinson Road, from 1st May.

Apply to DAVID SASSOON, SONS & Co. Hongkong, 16th April, 1890.

TO LET.

NO. 14, BELLIOS TERRACE, from 1st June, 1890.

Apply to EZEKIEL & JOSEPH, 30, Queen's Road.

Hongkong, 17th May, 1890.

TO LET.

NO. 3, MORRISON HILL, Entry, 1st June.

Apply to G. C. ANDERSON, 13, Praya Central.  
 Hongkong, 22nd April, 1890.

TO LET.

ONE LARGE ROOM on the Ground Floor of 13, Praya Central. Suitable for an Office.

Apply to G. C. ANDERSON, 13, Praya Central.